

# THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Vor. VIII.

RIO DE JANEIRO, SEPTEMBER 5TH, 1881

NUMBER 25

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## IMMIGRANT LABORERS.

The "Club da Lavoura" of Taubaté, province of São Paulo, has been studying the question of employing immigrants in the place of slave laborers, and has arrived at the sage conclusion that the effort has thus far resulted in failure, that it is a grievous burden upon the public treasury, and that it does not meet the exigencies of the present phase of the labor question. A committee appointed by the club to study the question concludes that "The substitution of slave labor by foreign immigrants is thrown completely into confusion, and that twenty years of painful experience has made us recognize that foreign emigration to Brazil has been an abyss for public moneys, because the heaviest and perhaps the most unfruitful item in our budgets has been 'immigration and colonization.' And for this there have been imposed the heaviest imposts upon agriculture and commerce, whose only results have been the scandalous waste of the public moneys and the most bare-faced patronage for displaying abroad a vitality which we do not possess, although nature has bestowed upon us riches of unqualified value."

With so just a cause for complaint it is a matter for deep regret that the planters of Taubaté have gone so far astray both in their determination of the cause, and in their conclusions. They are perfectly right in condemning the excessive appropriations of public money in behalf of "immigration and colonization," and they are equally right in denouncing the many questionable uses to which that money has been put. But does that warrant the conclusion that there is something inherently wrong in immigration, and that the substitution of the slave by the free immigrant is a mistaken quest? Can any logical conclusion against foreign immigration be drawn from any one colonization enterprise which has thus far been attempted in Brazil, outside of the three southern provinces? On the contrary, may we not conclude from the misuse of appropriations, and the vicious policy pursued both in the acquirement of colonists and in their after treatment, that all the evils and burdens are owing rather to the system employed than to the legitimate enterprise itself?

No arguments are necessary to prove to our Paulista friends that great good has grown out of this one agency all through the world. It has been a source of incalculable wealth and prosperity to the United States, to Canada, to Australia, to the Platine republics, in fact to every country where its course has been unchecked and unrestricted. It has led to the settlement of vast tracts of uncultivated, uninhabited lands, to the building up of cities, to the creation of railways, canals and other agencies of substantial development, and to the formation of numberless communities who willingly take upon themselves, the responsibilities and burdens of the new government and who in good time become its staunchest defenders. All these results spring naturally from immigration, and when they do not appear we must look for the cause in the artificial check and restrictions imposed by the government, rather than upon the institution itself. Al-

though immigration may not produce precisely the same results in all countries, there can be no sweeping exception to the rule that its results are, in the main, beneficial and salutary.

Three of the prime causes of all the immigration failures in this country are jealousy, intolerance, and slavery. Under such adverse influences no immigration or colonization enterprise could possibly prosper. Through the operations of the first the foreign immigrant has been denied equal political rights, he has been shut out from public position and advancement, and he has been made to feel at every step that his coming was permitted rather than welcomed, and that his service was for the sole benefit of the Brazilian people rather than for the improvement of his own social and political position. In every sense of the term he has been made to feel that his position was an inferior one, and that it was the design of the country to keep it so. This feeling may not have been warranted in all cases, but one needs only to look over the special laws enacted for the government of colonists, and upon the unjust treatment to which they have been again and again subjected, to find full warrant for it.

Under the operations of the second—and it is one of very great importance to the emigrant classes of northern Europe—the religious beliefs of the foreigner have been largely restricted and his social status has been made insecure and unsatisfactory. It matters not what his religious belief may be, or how erroneous it may be deemed by others; to him it is sacred, and above all other considerations. Such people have often sacrificed home, country, even their lives, for the sake of their religion—thus placing it above every other relation and circumstance of life. They feel it to be a matter between themselves and their Creator, a matter with which no law, nor government, nor social institution has any right to meddle. With such a feeling—and the lower the station in life the stronger and deeper is the sentiment—it could not be otherwise than that these people would be repelled from Brazil. Theoretically, there is and has been religious toleration here; but practically it has been toleration only in name. The toleration which permits other religions only under humiliating restrictions, which shuts them out from positions of public trust, which fails to punish acts of oppression and violence, and which denies legal status to their acts, is certainly not the toleration which the North European seeks, and which he demands. The one ecclesiastical decision in this country some years ago which permitted an apostate colonist to renounce his Protestant wife and to marry a Catholic woman, on the ground that the church does not recognize the validity of Protestant marriages, did incalculable harm to the best phase of European immigration—and justly so! In Rio Grande-to-day there are hundreds of families whose legal standing is doubtful through what the law terms irregular or illegal marriages. The good faith of the contracting parties is unquestioned; the fault lies solely with the wretched sys-

tem which was adopted to meet the demands of non-Catholic colonists, without giving too great an offense to the church. This intolerance of religions other than that established by law is a serious obstacle in the way of free immigration.

Under the operations of the third cause for the failure of immigration—that of slavery—there has been more than sufficient reason for the results which the Taubaté planters lament. Out of this institution the world over has grown so many evils and abuses, not only with relation to the slaves themselves, but to almost every social and economic institution with which it has been brought in contact, that it could not be otherwise than an insuperable obstacle in the way of free immigrant labor. The slave and the immigrant laborer can not work side by side except under conditions highly disadvantageous to the latter. Where slavery exists there can be no just treatment of the free laborer. The work of his hands is degraded because it is the work of slaves, and his condition, treatment, and future are therefore but a step removed from those of the bondsmen. The proof of all this can be found within the province of São Paulo, in the still existing law regulating and enforcing contracts, in the former treatment of colonists, and in the treatment still accorded them. The sentiment regarding them is still further illustrated in the remedies advocated by the Taubaté club, in which compulsory measures are advocated for compelling the idle classes of the country to work. It would even have the persistent idler whipped, and driven to his work like a refractory slave.

With such obstacles in the way, and with such sentiments to guide and govern it, is it strange that immigration to Brazil has not prospered? When there are so many countries granting more and better privileges to which the emigrant can go, is it strange that he either does not come to Brazil, or is greatly dissatisfied when he does come? Our Taubaté friends should not deceive themselves in this matter; for it is only through a just appreciation of this question that the evils which afflict it can be eradicated. They should understand that new legislation without a radical reform in the old will not afford a remedy; and they should then understand that all these measures must be supplemented by still another change in the unwritten laws of society itself. There must be no degradation attached to manual labor, and no restrictions upon the laborer. There must be perfect equality before the law, and a just estimate of every man's worth independent of his avocation.

The import of coffee into the United States in 1879-80 amounted in value to \$60,360,769 while in 1870-71 it was only \$30,992,869.

The demand for laborers in the United States is so great that the unusual influx of immigrants meets only a part of the demand. The superintendent of the immigrants labor bureau at Castle Garden, New York, says that he could find employment for 500 servants a day, if he had them. During the first six months of the year the bureau sent off 19,000 men and 5,000 women to fill applications for laborers from different parts of the country, and the applications are still coming in.

## THE OESTE DE MINAS RAILWAY.

At the invitation of the chief engineer of the "Oeste de Minas" railway, Dr. Joaquim M. R. de Lisboa, the late Col. W. Milnor Roberts visited that line during the first days of July last, while on his way to the Rio das Velhas, for the purpose of examining the construction of the road and reporting upon the adaptability of its gauge to the requirements of this country. The following letter to Dr. Lisboa relative to this road, has just been published by the company in connection with various notes and opinions upon the line:

BARROSO, July 3, 1881.

Mr. J. M. R. Lisboa, C. E.,

Dear Sir:—Yesterday afternoon I had the pleasure to meet your chief of traffic, Sr. Dr. Paulo Freitas, at Sitio station, who took charge of us, placed us comfortably on the train of your narrow gauge line and brought us in less than two hours to this place, where we were kindly welcomed and hospitably entertained by himself and Mrs. Freitas.

Understanding that you are expected here in a few days, I desire to leave this note for you, stating briefly my impressions of your 30-inch gauge railway, now in operation from Sitio to Barroso, and soon to be opened to S. João d'El-Rei, 100 kilometers from Sitio.

We were accompanied by my friends Professor Derby and Sr. Washington d'Aguiar, attached to our commission, and also by Mr. Paist, an American recently arrived from the Baldwin Locomotive Works, who desired to see the working of the locomotive on this 30-inch gauge track. He is very much pleased with its performance.

We rode most of the way on the engine, some in front and some in the cab, and I had an excellent opportunity of seeing the road, its location and construction, and also to note the behavior of the locomotive and train.

We travelled at the rate of 30 kilometers per hour, making the 49 kilometers including stops, in less than two hours. The line—as I expected to find—abounds with strong curves, which, in fact, are the chief means of economizing the cost of the construction, by fitting it to the contours of the country. I was particularly struck with the ease and entire absence of side-jolting with which the engine and cars traversed the track around these curves.

The grade lines, with a maximum of 2 per cent., and the curves are laid with remarkable precision throughout the 49 kilometers, and the entire track, without exception, is in first-rate order and exhibits unmistakable evidence of experienced and careful management. (\*)

The bridges, with stone abutments and trussed-timber superstructures, are amply strong and present a very neat appearance.

The culverts, so far I could see them, appear to be substantial and of sufficient capacity.

All the works appear to have been judiciously and economically planned; at the same time they are appropriate to the purposes for which they are designed.

The passenger cars are strong and neat, with sixteen separate comfortable seats in each. When, hereafter, the number of the passengers becomes materially greater, the holding capacity of these cars can be nearly doubled by introducing omnibus side-seats in place of the present turning seats.

I am satisfied also, that all of the cars—passenger and others—can, if desired, be made one foot wider with perfect safety.

(\*) I saw the locomotive that had been thrown from the track in June, but it was not caused by any thing wrong in the engine. Such an accident might happen on any new line, of any gauge.

It is quite clear to me, that this narrow-gauge track (2 ft. 6 in.) as an engineering work, is a complete success; and I have no doubt that the future business and moderate cost of running, under good management, will prove it to be a success in all respects.

I learn from Dr. Paulo Freitas that the whole cost, including stations, buildings, locomotives and cars, is only about 18 contos per kilometer; yet, much of the way, the line is located through a hilly, difficult region.

I am now more firmly than ever convinced that the introduction of narrow-gauge railways no wider than 30 inches—the gauge of your Oeste de Minas line—will in many parts of Brazil prove to be the most advantageous for the people and the government, as feeders for main, trunk railways, and also as local lines running to ports on the coast.

We have already in the United States a successful passenger and freight railway of 2 feet gauge. Such railways are of course not designed for great thoroughfares, or grand trunk lines; but they are fitting and economical adjuncts of traffic movements in their appropriate places.

My impression is, that when time shall have established the success of this narrow-gauge line, and when its practical merits shall become generally known and understood, it will be the fore-runner of others, of no wider gauge, in many other places where there is no sufficient traffic to warrant the construction of costly lines.

Why should the people, anywhere, be saddled with a railway costing 60 to 80 contos or more per kilometer, when the business they have to offer will not pay the interest and the running expenses, and profit?

Even supposing it might, in some localities, cost 30 contos per kilometer, what is that compared to 60 or 80 contos or more, with much greater running expenses in carrying only a light traffic?

I sincerely hope that the result upon this line will exceed your anticipations.

With the kindest regards, I have the honor to remain,

Your friend and obedient servant,

W. MILNOR ROBERTS.

From the *Diário de Santos*, August 24.

## COFFEE PROPAGANDA.

In our last review we pointed out the fitness of a competent representation of our province at the Rio coffee exposition where the representatives should ventilate not only the restricted coffee question but also all those referring to the prosperity of this culture, such as the question of railway tariffs, of export duties, of the substitution of agricultural labor and the measures necessary for the practical amplification of the rural credit system.

Let us now, in a few rough sketches and as far as is in our power, examine some points of these questions.

The question of railway tariffs has been much discussed lately in the press, and though at times partiality has been transparent, yet the proofs furnished demonstrate the necessity of reform. A railway tariff which is to satisfy all legitimate exigencies, must be not only clear and convenient for the public but also moderate and, principally, well proportioned or equitable.

To accomplish a work of this kind it is, therefore, necessary that all the interested elements assist in its organization. If, as has been done until now, it is left to some fiscal employees, conjointly with the administration of the railways, to manufacture the tariffs, it will infallibly happen that the former, disinterested and badly versed in the matter, will leave its organization to the latter who will always make it according to their liking and convenience; the result

will be certain eccentricities like those pointed out some days ago by one of the principal papers of our province, when for the transport on 272 kilometers of railway, from Santos to Pimicaba, 729\$920 was paid on 1627 kilos of nitric acid, whose prime cost and transport by land and water from Germany to this port amounted to only 484\$040. The same disproportion exists with reference to a great number of other articles, chiefly salt, an article of prime necessity.

It must also be considered that a tariff should not remain permanent; the rates on the various articles should be periodically revised so that it may not happen, as it has done until now, that coffee and cotton pay always the same freight although the intrinsic value varies from 6\$000 to 14\$000 per arroba for the former and from 5\$000 to 30\$000 for the latter.

To establish a rational tariff it seems to us necessary that all the interested parties, which are the fiscal, the administration of the railways, and the public, should cooperate, represented by delegates from commerce, industry and agriculture.

The fiscal, conjointly with the respective administrations, must state approximately the amount necessary for the dividend to the shareholders and for the expenses. The delegate, conjointly with the administrators, basing their calculation on the statistics of the previous traffic, must organize the tariff in which each category of merchandise is taxed according to its intrinsic value and the conveniences or necessities of consumption. In the adjustment of the sums necessary for the dividends the government must take into consideration that when the railways had not yet a safe future the shareholder had a right to a high dividend; to-day, when the capital of the same is perfectly guaranteed, the interest must be more moderate; and we are certain that in the face of these considerations in favor of our agriculture, the S. Paulo shareholders will not shrink from the necessary sacrifices. From the capital required for expenses there must be eliminated what is not called for by necessity.

In the adjustment of the tariff, for the transport of merchandise as well as passengers, the administrations of the railways should avail of their observations with reference to the expenses of locomotion and transfer; this combined with the indications from the delegates of the public, respecting the transport of passengers as well as the position of each class of merchandise of import and export in the goods tariff, will unite in itself all the elements for the production of a work which will be practical and satisfactory to all.

In the list of the competition which will be established during the next ten years between the various coffee-producing countries, our position will be definitely strengthened under the condition of all the elements with the fate of which the prosperity of coffee-culture is interwoven, if every one in his sphere would help to diminish the cost of production.

The tariffs, the origin of which dates from the epoch when the general prosperity admitted of certain liberty, are susceptible of reform, in essence as well as in application, reductions having to be made which are absolutely necessary for the upholding of agriculture.

The export of cotton piece goods from Great Britain to Brazil during the six months ending June 30 amounted to 91,670,300 yards, against 114,155,200 in the corresponding six months of 1880. The total export from Great Britain to all countries, however, shows a large increase. As this trade covers an important and highly necessary class of goods, this falling off in the export to Brazil would indicate the existence of some depressing cause for a decreasing consumption.

## THE FRUIT TRADE AT NEW ORLEANS.

The New Orleans *Times* says that the last steamer of the Mediterranean fleet having come in and discharged her cargo, it is now possible to give some details of the season's business.

There were sixteen steamships bringing each an average of 20,000 boxes of oranges and lemons, making a total of 320,000 boxes by steamers, added to what came by sail, footing up a grand total of 340,000 boxes.

The receipts the year before were six steamers and three sailing ships, bringing about 140,000 boxes, so that the present year's receipts show an increase of 200,000 boxes, while the parties conducting the business expect for the coming season, which will open about Nov. 1, a further increase of 250,000 boxes.

In addition to these oranges and lemons, which are all from Italian ports, there are considerable receipts of Spanish fruits from Malaga and Almeria. —*Commercial Engineer.*

The above item is full of valuable suggestions, which should not be lost in Brazil. The United States' consumes great quantities of tropical fruits, the cheap and quick railroad transportation permitting their shipment into all the distant interior localities of the country. At moderate prices the consumption of tropical fruits would be incalculable. If, therefore, it is possible to carry on so large a trade between New Orleans and Mediterranean ports in these products, and that too at a profit to all parties concerned, why is it not possible that Brazil should enjoy some of the benefits growing out of it. This country enjoys the advantage of producing spontaneously some of the choicest of fruits, and she enjoys at the same time the great advantage of nearness to the market. If it is possible to ship 340,000 boxes of oranges from Italy to New Orleans in one season, can not Brazil do as well? Is it not worth the effort to build up a trade in these products so that the trade of the country may be extended and new products be added to the list of exports?

As a rule Brazilian fruits are almost unknown in the United States. The delicious flavor of the Pernambuco and Campos pineapples, and the Bahia and Rio orange are as yet unknown in the markets of New York and New Orleans. There is no trade in these unequalled fruits simply because no one knows anything about them. Were they once made known to the market, and were adequate provisions made for their shipment, there is no doubt whatever but that a highly profitable trade in them would follow which would be mutually profitable to both countries. Those who have been accustomed to the tough, fibrous oranges of the Mediterranean, or the small husky pineapples of the West Indies, could not fail to note the superiority of the Brazilian varieties, and would not fail to make a substantial expression of their preferences.

There are assuredly very great possibilities in this line of trade, and if once established it could not fail to be a source of great profit to the country. Aside from the mere pecuniary returns, it would serve a highly beneficial purpose in giving diversity to the agricultural industries of the country, and in affording an outlet for the labors of a great multitude of small cultivators to whom the culture of coffee, sugar and tobacco is quite a practical impossibility. This industry depends largely, of course, upon improved transportation facilities, but these things grow hand in hand. The demand for Brazilian products must necessarily create a demand for improved means of transportation. The remedy for the one defect will surely grow out of the demands of the other. In every aspect of the question the effort is worthy of serious consideration and a thorough trial.

The total number of immigrants arriving in the United States during the year ending June 30, 1881, was about 668,000, against 457,257 during the preceding year. The largest number came from Germany, the next from Canada, the next from England and Wales, and the next from Ireland. The number arriving from China was 10,498.

## PROVINCIAL NOTES.

—A good winter is reported from the province of Rio Grande do Norte.

—An epidemic of small-pox and measles is raging in the village of Vianna, province of Maranhão.

—An epidemic of small-pox has broken out in the *comarcas* of Ceará-mirim, province of Rio Grande do Norte.

—From the passage of the emancipation law of 1871 up to the 1st ult. there have been liberated in the province of Minas Geraes 1,308 slaves at an expenditure of 1,318,473\$988.

—An effort is now making to abolish the "um-presa funeraria" of Petropolis—an undertaker's monopoly which is felt to be a grievous burden by the residents of that city.

—An assassination took place at a small place called Calhenga, near Santa Cruz, on the 28th ult., a man named Manuel José de Campos being shot by an individual whose name is not given.

—An assassination at Piracicaba on the night of the 21st ult. resulted in the killing of one João Queiroz by two brothers known as Joaquin and Pedro. One of the assassins was captured.

—The president of Rio Grande do Norte has opened a supplementary credit of 3,802\$ for the postal service of that province, the imperial budget appropriations proving insufficient.

—The *Gazeta* of Mogi das Cruzes, São Paulo, of the 28th ult., relates that a man named Gabriel Antonio had just been stabbed and killed by his son-in-law at Arujá. The assassin was captured.

—The parish of Curitiba, Bahia, was the scene of a parricide on the 18th ult., Constantino Pereira da Silva being stabbed and instantly killed by his son Francisco. The boy was captured in the act.

—The receipts of the Minas postal department during the fiscal year 1880-81 amounted to 95,000\$ and the expenditures to about 221,000\$. The province contains 290 postoffices and the mail service is carried on over 127 routes.

—An assassination took place at Batatas, São Paulo, on the evening of the 19th ult., a tailor named Eduardo Clemente Tavares being shot by one Paulino Antonio Machado. The assassin easily made his escape, it being nearly four hours before the police were ready to give pursuit.

—A new "city" called Ilhéus was solemnly inaugurated in the province of Bahia on the 14th ult. The inauguration of anything generally means a beginning; therefore Ilhéus begins half way up the ladder and without undergoing the preliminary stages of "hamlet" and "village." The new "city" is located on one of a group of four islands, the total population of which in 1872 was 4,631.

—According to the *relatório* of the president of Minas Geraes, presented to the provincial assembly on the 7th ult., the public debt of that province now amounts to 1,894,336\$, as follows, aside from railway indebtedness:

Funded 6 per cent. apolices .....	1,327,000\$
Savings bank 7 per cent. loan.....	567,536
	1,894,536\$

—A raid on a tribe of Indians residing on the Rio Pardo took place in the province of Bahia during the latter part of July, resulting in the massacre of about two hundred of the Indians. The raiders are described as "some individuals of irregular life and questionable profession," who were assisted by "other Indians already civilized." A police inquiry is to be made into the disgraceful outrage, but it is doubtful whether any good result will spring from it.

—The election season in the province of Maranhão—not to take the preparations for the entertainment into account—is to open on the 31st of October next with the election of deputies to the General Assembly. On the 6th of November following a triplicate list for senator will be chosen, and then on the 10th of November there will be a grand outburst in the election of provincial deputies. Such a thing as combining all these elections into one seems to have been overlooked.

—A fatal accident took place on the 22nd ult. on a plantation belonging to Dr. Antonio José Fernandes, near Valença. The wall of a coffee store-house becoming dangerously weak, Dr. Fernandes went to the place with his carpenter and overseer to determine what repairs should be made. Several slaves were employed to remove a part of the coffee, after which he entered to examine the building. Immediately after the wall fell in, burying Dr. Fernandes, the carpenter, overseer and six slaves in the ruins. A large force of laborers was at once assembled, and the broken wall and coffee were removed as speedily as possible. Dr. Fernandes escaped with a broken leg, and the carpenter and two slave women with bruises more or less severe. The overseer and four slaves—three women and one man—were dead before assistance reached them.

—The city of Campos has a registered voting population of only 698.

—The July receipts of the Ceará custom house amounted to 182,735\$039.

—The July receipts of the Maranhão custom house amounted to 240,414\$463.

—The late Barão de Alfé, of Itabira, Minas Geraes, bequeathed their freedom to 200 slaves.

—A literary club has been organized at Bragança, São Paulo, whose members are all slaves.

—The *Diário* of Sorocaba, São Paulo, says that a tannery is under construction in that city, the machinery coming from the United States.

—The Santos custom house paid over to the correspondent of the Banco do Brasil between June, 1879, and August, 1881, the sum of 11,100,000\$.

—According to a local sheet of Itatiba, São Paulo, the coffee crop in that locality this year is abundant, the aggregate being estimated at 550,000 arrobas.

—The machinery for a cotton factory at Sorocaba, São Paulo, established by Sr. Manoel José da Fonseca, is now being received. The factory building is nearly completed.

—The president of Maranhão has designated the 6th of November for the election of a triplicate list from which a successor to the late Senator Mendes d'Almeida is to be chosen.

—The election of deputies for the next provincial assembly of Maranhão will be held on the 10th of November next, and the assembly has been called to meet on the 8th of February.

—The provincial assembly of Minas Geraes is discussing a bill appropriating 4,000\$ to assist the municipal council of Itabira in building a "forum," and 3,000\$ in building a theatre.

—A project for an industrial exposition in the city of São Paulo is now under discussion in that province. The *Provincia* commends the enterprise in the strongest terms, and the prospects are good for its early realization.

—It is announced that a vein of coal has been discovered in the bed of a stream at Upanema, São Paulo, near the iron works. The vein is said to have a thickness of thirty centimeters.

—The publication of the *Provincia de São Paulo* has been interrupted for a few days to permit the moving of the office. An interruption in the regular receipt of the *Provincia*, even for a few days, will be regretted by its many friends.

—The "Fazenda Angelica," of Rio Claro, São Paulo, one of the most important plantations in that province, has been purchased by the Barão do Grão Mogol. The property has been for some time owned by the New London and Brazilian Bank.

—The republicans of São Paulo are carrying on a vigorous canvass for the coming general elections. Several prominent leaders are holding public meetings in various parts of the province and are frankly discussing political questions before the people.

—The Ceará police authorities have drawn up a list of prices which porters are permitted to charge for their services. The charges range all the way from 40 reis for an empty tin trunk to 2\$000 for a wardrobe. A hat box may be carried for 60 reis, a bird cage for 80 reis, a vase of natural flowers for 100 reis, and an iron bedstead for 1\$500.

—A contributor to the *Diário de Pernambuco* says that before the great *secca* the province of Ceará had herds of cattle to a value of 22,000,000\$ which were almost totally destroyed, their value after being only 300,000\$. The export of sugar was reduced from 2,000,000 kilos to 34,733 kilos in 1878, and 280,672 kilos in 1880. The cotton export was reduced from some 4,000,000 kilos to a few thousands, and that of coffee from 2,615,573 kilos in 1877 to 135,517 kilos in 1880.

## RAILROAD NOTES.

—A German bark is now at anchor at Parahyba discharging material for the Conde d'Eu railway.

—The Mogiana railway directors began paying their 16th dividend on the 1st inst., at the rate of 7\$000 per share.

—The government has declared the concession for the Madeira and Mamoré railway to be lapsed, and announces its purpose to construct the road at public expense.

—It is announced that the Leopoldina railway is to be extended from S. Geraldo to Arassuaçu, on the Rio Arassuaçu, Minas Geraes, a distance of some 600 kilometers.

—The total receipts of the Santo Antonio de Padua railway—34 kilometers in length—during the calendar year 1880, amounted to 186,165\$802. The receipts of July last were 16,523\$328.

—There are many complaints along the Leopoldina line about the delays in carrying coffee to this city. These delays are often productive of considerable losses, and should be remedied at once.

—The president of Rio Grande do Norte has opened a supplementary credit of 6,000\$ for the expenses of the fiscal engineer of the "Natal a Nova Cruz" railway, the allowance made by the minister of agriculture proving insufficient.

—A passenger locomotive on the Leopoldina railway was thrown from the track between Vista Alegre and Campo Limpo on the 30th ult. by encountering an ox on the track. The engineer was killed. No one in the passenger cars received injuries.

—The 24th dividend of the Paulista railway company will be paid at the company's offices in São Paulo from this day forward. The rate is 7.6 per cent, or 7\$600 per share, and 7 per cent. on the entries for stock in the Belém branch received up to the 30th June.

—The Emperor, attended by the minister of agriculture and other prominent officials, left this city on the morning of the 28th ult. to inaugurate the "Oeste de Minas" railway. The imperial party passed over the line on the afternoon of the same day, arriving at S. João d'El-Rei at 10 p.m.

—The Denver and Rio Grande railway, now building in the southwestern part of the United States, has a force of 32,000 laborers in its employ. A portion of this road passes through Mexican territory, 19,000 of the above total of laborers being employed there. The country through which a part of the road passes is rough and barren, the supplies being brought in from a distance. The railway ties are brought from Louisiana and Florida.

—The total number of miles of the railroads of the United States in operation at the close of 1880 was 93,671 miles, an increase for the year of 7,174 miles, against 4,721 miles the previous year, and 2,687 miles in 1878. The gross earnings of the railroads for 1880 were \$615,401,931, against \$529,012,999 in 1879, and the net earnings \$255,193,436, against \$219,916,724 in 1879. The dividends paid aggregated \$77,115,411 against \$61,681,470 in 1879.

—The directors' report of the Paulista railway for the half year ending June 30 last, shows that the passenger traffic of that line amounted to a total of 82,690, of which 8,398 were first-class, 69,083 second-class, and 5,209 round trips. This is a falling off of 1,569 passengers from the preceding half year. The freight traffic amounted to a total of 42,592½ tons, of which 27,093½ tons were imports, and 15,499 tons were exports—a considerable decrease. The total receipts were 835,068\$800, and the expenditures 400,705\$041, leaving a surplus of 434,363\$759. By the diversion of moneys voted for the payment of certain debts at the last general meeting, the directors were able to declare a dividend of 7\$600 per share.

## A TRADE CIRCULAR.

The exporters of hides, etc., of the city of Rio Grande have issued the following circular which we transcribe from the columns of the *Artista* of the 16th ult.:

"The undersigned exporters of bovine products hereby call your attention to the fact that it has been shown by the experience of the last few years in all consuming markets, that the receipt of dry hides by the system employed until now in this market, and in those of Pelotas and Porto Alegre, cannot and ought not continue.

It has become necessary and indispensable that a value be established for refuse hides equivalent to what they bring in the consuming markets, for this reason: that these markets, with a view of decreasing the proportion of refuse hides, increase the abatement in price and cause this abatement to weigh more heavily upon large proportions than upon smaller ones.

The system of receiving in such manifest contradiction to the delivery to which exporters are subject cannot continue any longer, and the undersigned beg leave to announce that after the first of October next the conditions of their receipts will be as follows:

On any lot of hides there will be allowed:

Five per cent. of refuse hides with an abatement of 100 reis per kilo;

All above 15 up to 25 per cent. of refuse hides with an abatement of 150 reis per kilo;

All above 25 up to 25 per cent. of refuse hides with an abatement of 200 reis per kilo.

The undersigned beg you to make as well known as possible these resolutions, which will undoubtedly show to those who have to do with it, the necessity of taking greater pains with this product in the certainty that this painstaking will gradually do away with the discredit into which the dry hides of this province have fallen in all consuming markets.

Signed: Thomson & Co., H. Fraeb, Viuva Clausen & Co., Lawson, Huxham & Co.

From *The Greener*, New York, July 2.

## THE COFFEE AND SUGAR PRODUCING COUNTRIES.

PERU.

The partial destruction of the sugar-planting interest in Peru during the war not yet terminated is of such importance in view of the enormous consumption of sugar in Peru, Chili, etc., that we believe it worth while devoting a chapter to the momentary change in the supply thus unexpectedly brought about on the West coast.

Previous to the arrival of the Spaniards on the Peruvian coast in 1524 Peru had been under the rule of the Incas, which commenced in the 13th century, and counted fourteen successive monarchs, Huana Capac being the last reigning Inca. He was taken prisoner and put to death by Pizarro, the discoverer of Peru, who likewise defeated his successor. The city of Lima was founded by Pizarro in 1533, but the Peruvians again took up arms under Manco Capac, and obtained some successes. Meanwhile Pizarro and his associate, Almagro, began to quarrel. A fight ensued. Almagro was beheaded by Pizarro, and two years afterwards Pizarro was assassinated by one Almagro's party. Various insurrections ensued, the royal authority of Spain being at length established by Toledo, the viceroy, at Cuzco in 1562, after the last Inca, Tupac Amaru, had been executed.

In 1782 a descendant of the last Inca reared the standard of independence, but after two years of war the Spaniards remained victorious, and every member of the Inca family was put to death. In 1809 the war of independence was renewed, lasting till July 6, 1821, when the victorious insurgent chief, San Martín, compelled Lima to capitulate. An attempt made by Spain a couple of years later to reconquer the country failed, Bolívar, the liberator, taking the field in person at the head of a Chilean army, and finally ejecting the Spaniards.

Peru has an area of 431,644 square miles and a population of 3,050,000 souls, 350,000 of whom are wild Indians. There are about 19,000 Europeans and Americans, and 50,000 Chinese coolies comprised in the above population. Lima counts 101,488 inhabitants, Callao, the port of Lima, 33,502; Arequipa, 29,237; Cuzco, 18,370; Huáque, 11,717, and Chiclayo 11,325. Before the war the annual revenue was \$33,300,832, and the expenditure \$32,531,561. The import duties collected annually had from \$1,692,005 in 1840 gradually risen to \$7,000,000—\$9,000,000 per annum during the eight years just previous to the war. In fact after the many revolutions which had followed the expulsion of the Spaniards, Peru had from all appearances entered upon an era of solid and lasting prosperity, notwithstanding an enormous foreign and home indebtedness of together \$213,882,688, the import in 1877 being \$24,179,095 and the export \$31,634,275, \$8,075,927 of the latter being guano, of which the United States took in that year \$527,155 worth. The amount of guano shipped from Peru in 1877 still reached 279,084 tons, and that of nitrate of soda 200,000 tons. Sugar production had been considerably extended through the aid of foreign capital, the yield attaining the not inconsiderable aggregate of 60,000 tons. Many of the plantations were furnished with the most expensive and perfect modern machinery. Beside these three leading articles of Peruvian production there were various metals, salt, wool, vicuña, alpaca and Llama hair, cotton, rice, guineo bark, skins, etc. The number of vessels entered in 1877 was 9,176, of which 5,593 were steamers, the aggregate tonnage being 7,210,383, and vessels sailed 8,696 (6,267 of which were steamers), measuring together 7,034,353 tons. These navigated under the Peruvian flag in 1876, 147 vessels with 49,860 tons, of which 8 were steamers with 1,768 tons.

Of railroads, there are 1,167 miles, and if the war had not interfered there would have been to-day 1,726 miles, for the money was ready for them. There were before the war eight different telegraph lines spreading a net over the republic.

It is almost incredible that the intrigues of a few plotting politicians should, without adequate cause, have been permitted to jeopardize interests, so manifold and so superabundant, by precipitating the republic into war with Chili. Yet among the many strange events of this century this has come to pass, and Peru is now utterly ruined, and the fine sugar industry crippled.

The question now arises where all the sugar is to come from to supply Peru and Chili, and we presume the bulk will come from Europe in the shape of crushed and loaves, and some from the Atlantic, United States, and San Francisco, for Chili in particular consumes a great deal of refined sugar. Much of what Peru shipped to Valparaíso used to be loaves of refined sugar of medium quality. American crushed, in barrels, is much liked in Chili, and on the coast generally, and competes well with Dutch, French and German. The invading army of Chili has destroyed a great deal of valuable sugar machinery in Peru. The Chinese plantation laborers have been dispersed by anarchical bands of roving natives and negroes, and capital has vanished. Several years may pass ere everything will be straight once more, and Peru revives as a sugar producer.

# THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, a table of freights and charters, and all other information necessary to a correct judgment on Brazilian trade.

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SINGLE COPIES: 600 reis; for sale at the office of publication, or at the English Book Store, No. 67 Rua do Ovidor.

All subscriptions must run with the calendar year. Back numbers supplied at this office from April 1st. 1879. Subscriptions and advertisements received at the

EDITORIAL ROOMS.—34 Rua São Pedro.

Agents in New York:

JAMES S. MACKIE & SON,  
194 Broadway.

RIO DE JANEIRO, SEPTEMBER 5TH, 1881.

The editorial and business offices of THE RIO NEWS have been moved to No. 34, Rua de S. Pedro, 1st floor.

THROUGH the death of Minister Manoel Buarque de Macedo, which took place at S. João d'El-Rei on the morning of the 29th ultimo from a sudden pulmonary congestion, Brazil loses one of the most efficient and active ministers of agriculture which she has ever possessed. As the chief of the bureau of public works for several years, the late minister had made himself practically familiar with all the routine duties of that department long before he was called upon to occupy a cabinet position. His industry and capacity for the dispatch of business have certainly never before been equalled in any Brazilian cabinet. In the broad sense of the term, he was no statesman; his views of his public duties were more nearly those of the professional engineer than those of the many-sided statesman. We have often had occasion and reason to criticise his policy and administration, but at the same time we have unreservedly borne witness to the sterling worth of his private character, and to his earnestness, industry and patriotism in his high public station. His loss is one which will be deeply felt, and his memory will be deservedly treasured. He died in the prime of life, not yet having completed his forty-fifth year.

## INDUSTRIAL PROMOTION.

An association for the promotion of domestic industrial enterprises has recently been organized in this city under the title of "Associação Promotora da Indústria Brasileira." According to a prospectus which has been sent out into the provinces the terms of membership, or share-holding, are 55,000 per month, with loss of rights and full dividends in case of failure to meet the payments regularly. These fees will constitute the fund of the association, which will be used, (1) to advance the scheme itself and meet its expenses, and (2) to promote the realization of industrial projects. Every shareholder will be required to exert his influence in favor of the association, and the projects promoted by it. When the fund shall be sufficient, a committee of the association will select one from the many industrial projects presented to it, which project will then be assisted from the fund, the party thus assisted being required to refund twice the amount received from the first receipts of the enterprise. The surplus receipts of the association will be employed as follows: 25 per cent. for dividends, 25 per cent. for the reserve fund, and 50 per cent. for the realization of industrial en-

terprises. The association offers, also, to act as an intermediary between capitalists and the promoters of industrial enterprises, its office serving in that sense as an industrial agency. The prospectus is signed by Thomas Burns, Geo. S. Barnsley, J. J. Marchant and Phil. Slaughter.

With all due respect for the enterprise and opinions of the promoters of this scheme for aiding domestic industries, and also for the aspirations of those who would build up a diversity of manufacturing industries in Brazil, we beg leave to inquire whether the scheme above outlined is really feasible. Sentiment has a great deal to do with politics and much of the statesmanship which now afflicts the world, but it has precious little to do with business. Business is made up of stubborn, hard-headed facts, and it has as little of patriotism and sentiment in its composition as a hill of corn. Under favorable conditions and management it will flourish and augment, but it needs capital, and efficient management, and all the economic elements which contribute to its growth and permanency, just as much as the hill of corn needs light, air, moisture, suitable soil, and judicious cultivation. They are both equally matter-of-fact and prosaic, and are as little influenced by patriotic considerations as by prayers for rain. The whole question, therefore, must be reduced to a purely business basis, and on that basis it must be determined just what it is proposed to do, and how it is to be done.

One of the first elements which should enter into every industrial enterprise is that of practical experience. Does this scheme promise anything of the kind? Are its promoters skilled manufacturers? and have they any one industry in contemplation? On the contrary, the prospectus is silent on the question of experience, and refers to domestic industries only in the most general way. In all probability the establishment of a cotton mill will be left to coffee planters, of an iron foundry to sugar cane growers, of a sugar mill to lawyers, and of a shipyard to physicians. The enterprise will be established because the country still lacks that particular industry, and because some dreamer fancies that he would like to undertake it.

A second element in every industrial enterprise—and it is a very necessary one—is capital. Now what does this scheme offer on this score? Simply monthly fees from shareholders at the rate of 55,000 per month. Suppose that there is a manifest desire to assist some man to start a central sugar factory in a locality where there is an apparent need for such an establishment. Taking 300,000\$ as the capital required for this enterprise, it will require the fees of over ten thousand shareholders for one year, or over five thousand for two years—only 50 per cent. of the surplus receipts can be used for this purpose—to realize the sum needed. And in this estimate we leave unspecified the sum necessary for promoting the interests of the association and the expenses necessary for its management, both of which will be far from insignificant. It would seem, therefore, that the element of capital will be a very uncertain factor in this scheme.

A third element in every industrial enterprise is that of management—to use the word in its most general sense. There should be unanimity of purpose at the outset, compactness of association for efficiency of control, and then a definite aim. In what sense does this scheme meet any of these requirements? To start with it has no purpose but the very general one of aiding domestic industries, the specific means to be determined hereafter. It seeks to organize an unwieldy association through small fees, which will be fatal to its efficient control and business-like action. It has no definite aim.

This scheme—and we have no personal motives in selecting it for criticism—is only one among the many which are seeking to accomplish an industrial regeneration of Brazil. As a rule they are all based on sentiment and are totally deficient in almost every element which can contribute to their success. They expect to establish a diversity of manufacturing industries in Brazil through appeals to popular support and government patronage, and they expect them to live and grow wherever they are planted. It seems to us that the whole movement is a mistaken one—not, perhaps, in the wish, but rather in the means employed to bring it about. Every industry which can be established on a sound basis will be a source of wealth to the country, and should therefore be welcomed and encouraged. An unsound and unprofitable industry, however, is not only a source of loss, but it is an element of weakness. A sound industrial system is essentially of slow growth, and can not be hastened without endangering its permanency and profitability. For this reason, it would seem best to let the system grow naturally, and let capital, which is always cautious and conservative, seek out those industries which can best be carried into practical operation. By such methods there may be no rapid progress, but there will certainly be a substantial growth and an avoidance of many humiliating failures.

## CHINESE LABOR.

As an introduction to our comments on the introduction of Chinese contract labor into Brazil, the *Gazeta de Porto Alegre*, of the 3rd ult., discusses the question briefly, as follows:

A discussion has been going on between the *Crusiero* and the *Rio News* in which we cannot agree with the labor organ, the reason appearing to us to be all on the side of the *News*.

Our readers know that we have a deep interest in the economic propaganda raised by the *Crusiero*, partly because we are in accord with many of its opinions, and partly because even those very ideas which seem to us to be ill-founded provoke discussion from which light must come.

In the opinions put forth by the *Crusiero* on the labor crisis, its inclination toward Chinese immigration has always struck us as a *surrogate* (*surrogado*) of slavery.

We here, in this province, who have tested the problem of small farming, and whose only aspiration is the immigration of colonists who may become small farmers and intelligent laborers, and not simple instruments, cannot share these ideas in common with the great journal of the capital.

For this reason we reproduce with pleasure the article from the *Rio News* which gave rise to this discussion, and agree entirely with its judicious arguments.

## RIVER PLATE ITEMS.

From the Buenos Aires Herald, August 24.

—The first £100,000 of gold for the Provincial Bank will be here on the 30th.

—The government of San Juan is about to raise a loan in that province of \$100,000 gold.

—Immigration is falling off. The reason is because we have nothing to offer the immigrant but a chance of losing his life on the distant frontier, while enormous tracts inside are held by speculative holders.

—The following telegram has been received from Rosario:

"Rosario, August 19.—The merchandise which comes direct to this port from Bolivia will pass freely through the custom house, as in the case of transshipments."

—The detention of the Welsh colonists for weeks in this city, shows that several screws are loose in the immigration or war department, or both. Cut the red tape, Dr. Marcó, and let these people go where they are wanted and where they want to go.

—Mr. Duffield, who was manager of the London and Brazil Bank [the English Bank] at Rio for many years, will be manager of the new English Bank in this city. We hear Mr. Duffield highly commended as a gentleman and a banker.

—The *La France* brings 350 immigrants, but the emigration depot is so full, and the delays in getting immigrants away are so great that the authorities have refused to land them or allow the agents to disembark them. This is encouraging immigration with a vengeance.

—Two leagues of camp have been bought in Lincoln, near Mr. Oostendorp's estancia for \$300,000 per league. Four leagues of camp near Italo have been sold at \$50,000. These latter lands are looked for, because they are so situated as to be secure against any Indian raid, being too near formidable forces to attract the red skin.

—We learn that Messrs. Baring Bros. are to place the 20 million consolidated provincial loan at the best rates procurable but not below 90 per cent. and that Messrs. Baring Bros. are immediately to advance 10 millions to the province. The provincial government not only limits the placing of the twenty million loan at 90, but this sum is guaranteed net to the province and probably the latter will receive fully 95 per cent free of all charges and commissions. This business does great credit to the ability of Minister Uriburu.

—Preparations are being actively carried forward by the energy of the worthy and beneficent Club Industrial, which we are happy to see receiving all possible aid and encouragement from government for the Continental Exhibition, which is to take place in February, and which we hope to see giving a forward impulse to our somewhat stagnant commerce.

—The provincial government has issued a decree appointing Don Ricardo Newton its commissioner in Australia, for him to effect a comparative study of the rural industries of that country and its products with the industries and products of this province, collecting the results of his observations in a book, in which he is also to point out the advantages of the methods pursued in either country. The mission is to last one year, during which Mr. Newton will receive \$12,000 per month, and his secretary \$2,500, travelling expenses being paid by the government. When the book, which is to be the outcome of this undertaking, is written, it will be published on account of the state, and distributed among the farmers and agriculturists of the province.

—From Montevideo we already hear of the invasion of parts of the country by bands of adherents to Latorre, and it is very possible the long-looked-for crisis will not be long in coming. Great alarm prevails in certain circles in that city, and, as we heretofore have had occasion to say, the general feeling all over the country, among the best people, is one of hope in Latorre and in what he may be able to do for the salvation of the country.

—The consolidation of the government's debt to the Provincial Bank, the conclusion of the negotiations about making the port and docks at the Riachuelo, the finishing of the city improvement works, and a thousand things of minor importance, but important enough, nevertheless, to affect the credit and reputation of the country, are all *in statu quo* and are likely enough to remain so, as if they were things of no moment, till the closing of the session of Congress.

—The following spaces are already marked out in the plans which have been prepared for the Continental Exhibition building:

	sq. m.		sq. m.
For England.....	625	For Rep. Oriental 200	
Germany.....	593	Chili.....	200
France.....	593	Colombia.....	100
Italy and Spain.....	200	Venezuela.....	100
United States.....	530	Ecuador.....	200
Belgium and Austria.....	350	Paraguay.....	100
Switzerland.....	200	Guatemala.....	100
Brazil.....	300		

Buenos Aires will have 250, Santa Fé 200, and the other Argentine provinces 150 each. Besides this, several business firms have taken large sites on their own account. In the centre of the palace there will be ample room for cafés, music-halls, and places of refreshment.

## THE COFFEE AND SUGAR PRODUCTS OF GUATEMALA.

A correspondent of the New Orleans Democrat, writing from Puerto Livingston, Honduras, says there are quite a large number of American planters, chiefly from Mississippi, located there, and that the country is making rapid commercial progress. He adds: "New York and Philadelphia are making strenuous efforts to secure this steadily increasing inter-tropical traffic. Their merchants have already sent drummers to the ports that lie along the coasts of the Caribbean sea and the Bay of Honduras and the Mosquito gulf. The growing coffee trade of Guatemala has attracted the serious attention of the business men of the North; and it seems they have determined to wrest it from their transatlantic rivals. Besides the increasing production of sugar in British Honduras, the colonists have begun the manufacture of a cheap rum—from the lowest grade of molasses—that is susceptible of being greatly improved, such is its peculiar flavor and purity; the American planters of Punta Gorda do not hesitate to assert that it can be made to equal, if not surpass, the celebrated rum produced in Jamaica, and which has for such a long period been an important article of commerce. They inform me that this rum and their higher grade molasses is so greatly entered in Europe that together they about pay the entire expenses of running their plantations."



year, via t

\$65,771 bags increase to United States  
\$75,893 " " Europe  
\$23,973 " " Cape of Good Hope  
\$7,500 " " Elsewhere  
688,097 bags.  
the increase to Europe amounting to about 86 1/2%  
Receipts during the month of August have averaged  
13,959 bags  
against 13,805 bags per day in Aug. 1880  
" 13,054 " " 1879  
" 10,449 " " 1878  
" 9,513 " " 1877  
" 7,487 " " 1876  
and the total receipts at Rio during the 2 months since July 1st  
amount to  
770,078 bags  
against 660,715 bags in same period of 1880  
" 702,975 " " 1879  
" 573,869 " " 1878  
" 533,573 " " 1877  
" 441,383 " " 1876  
We quote, per 10 kilos:  
Washed..... 4 3/400—6 1/250  
Superior..... 5 1/200—5 4/50  
Good first..... 4 3/400—4 5/50  
Regular first..... 4 3/400—4 4/50  
Ordinary first..... 3 5/200—3 7/50  
Good second..... 2 5/200—3 1/200  
Ordinary second..... 2 5/200—2 7/200  
and on this basis cargoes may be quoted:

Prime United States..... 5 1/200 per cwt per lb.  
Good "..... 4 8/50 " " 11 1/2  
Fair to good "..... 4 6/50 " " 11 1/2  
Fair "..... 4 4/50 " " 10 7/10  
Good Channel..... 3 9/50 " " 9 54  
Fair "..... 3 6/50 " " 8 54  
Low "..... 2 9/50 " " 7 43  
(i. e. b. ex freight and commission, exchange 2 1/2 in sterling  
and as per in American gold.)  
Stock is estimated to-day at 180,000 bags.

Total clearances of coffee from Rio de Janeiro during  
the 2 months from July 1st to August 31st.

DESTINATION	1881	1880	1879
UNITED STATES	Bags. 288,007	Bags. 251,028	Bags. 252,003
Baltimore	72,131	68,726	66,283
Hampton Roads f. o.	—	—	—
Richmond	—	—	—
Charleston	—	—	—
Savannah	5,800	4,488	5,400
Mobile	4,500	—	3,400
New Orleans	80,964	14,999	37,041
Galveston	7,000	3,300	6,759
St. Thomas f. o.	—	—	18,800
Key West f. o.	—	—	—
Total	404,403	347,638	377,886
EUROPE	—	—	—
Channel f. o.	39,053	32,073	18,620
Havre	23,146	10,743	12,348
Antwerp	89,044	77,596	51,203
North of Europe & Baltic	28,301	24,691	31,881
Liverpool, London & South	12,000	8,864	4,277
Bordeaux	8,004	18,000	6,700
Portugal	1,458	27	567
Mediterranean	54,619	30,403	33,031
Total	248,337	201,957	157,436
ELSEWHERE	—	—	—
Cape of Good Hope	28,075	8,000	15,259
River Plate & West Coast	6,753	8,140	4,416
Total	28,828	16,139	19,666
UNITED STATES	404,403	347,638	377,886
EUROPE	248,337	201,957	157,436
Elsewhere	28,828	16,139	19,666
Total	681,568	565,734	554,988

Total clearances of coffee from Rio during the 8 months  
from January 1st to August 31st.

DESTINATION	1881	1880	1879
UNITED STATES	Bags. 1,246,720	Bags. 960,949	Bags. 1,358,177
Baltimore	30,271	14,900	21,787
Hampton Roads f. o.	171,882	75,314	118,766
Richmond	183,807	59,866	88,993
Charleston	38,067	23,713	29,590
Savannah	178,000	120,571	146,093
Mobile	69,344	31,751	35,311
New Orleans	65,954	45,441	57,755
Galveston	9,745	3,000	6,605
St. Thomas f. o.	213,011	89,673	120,304
Key West f. o.	—	—	—
Total	1,246,720	960,949	1,358,177
EUROPE	—	—	—
Channel f. o.	39,053	32,073	18,620
Havre	23,146	10,743	12,348
Antwerp	89,044	77,596	51,203
North of Europe & Baltic	28,301	24,691	31,881
Liverpool, London & South	12,000	8,864	4,277
Bordeaux	8,004	18,000	6,700
Portugal	1,458	27	567
Mediterranean	54,619	30,403	33,031
Total	248,337	201,957	157,436
ELSEWHERE	—	—	—
Cape of Good Hope	28,075	8,000	15,259
River Plate & West Coast	6,753	8,140	4,416
Total	28,828	16,139	19,666
UNITED STATES	1,246,720	960,949	1,358,177
EUROPE	248,337	201,957	157,436
Elsewhere	28,828	16,139	19,666
Total	2,523,885	2,179,045	2,635,279

Flow.—The arrivals since our last report consist of  
1,600 half bags per *Acconagua* from Chili  
4,600 barrels per *Spilletas* from Baltimore  
4,180 " " *Kuandiv* from Richmond  
875 " *Sapho* from New York.  
The arrivals in August have been 42,232 barrels, viz:  
48,438 barrels American  
83 bags Chili  
42,232 barrels.  
The sales during the month amount to 47,538 barrels, viz:  
45,735 barrels American  
800 bags Chili  
47,535 barrels.  
The total arrivals during the 8 months since January 1st  
amount to 242,003 barrels.

Stock in first hands to-day consists of 19,500 barrels, viz:  
6,000 barrels Gallego  
3,500 " Hazall  
3,000 " Crenshaw  
1,000 " O'Dance  
5,000 " McCance  
5,000 " Baltimore  
Total 19,500 barrels.

We quote:  
Trieste nominal  
Gallego 21 500—22 000  
Hazall 21 500—22 000  
Dunlop 21 500—22 000  
O'Dance 20 500—21 000  
McCance 20 500—21 000  
Baltimore 19 500—20 000  
St. Louis 19 500—20 000  
River Plate 18 000—18 500  
Chili 18 000—18 500  
Brazilian manufacture 18 500—19 500.

Market steady.  
*Pitch Pine*.—There have been no further arrivals and the  
market continues steady at 44 500—45 000 per dozen.  
Arrivals in July 23,554 feet.  
Total arrivals since January 1st 5,072,474 feet  
against 5,825,609 " same per 1880

*White Pine*.—The arrivals consist of  
37,713 feet per *Sapho* Cook from N. York, sold at 115 reis  
237,488 " *Sapho* from do " 105 "

Market over-supplied.  
Arrivals in August 50,744 feet.  
Total arrivals since January 1st 2,568,714 feet  
against 2,214,754 " same per 1880  
*Swedish Pine*.—Arrivals:  
117 dozen per *Hera* from Hamburg, sold at 43 500  
686 " *Mary* from Westwick " 41 000  
Market steady.  
Arrivals in August 1,859 dozen.  
Total arrivals since January 1st 3,775 dozen.

*Spence Pine*.—In the absence of any supply quotations re-  
main entirely nominal but we believe 41 000—43 000 per do-  
zen would be paid for a good cargo.  
Total arrivals since January 1st 289,946 feet  
against 285,611 " same per 1880.

*Kerosene*.—Arrivals: 3,550 cases per *Sapho* from N. York.  
Prices have advanced to 7 400 per case for Devoe's Bri-  
lliant, with a further upward tendency.  
Arrivals in August 31,000 cases.  
Total arrivals since January 1st 158,096 cases  
against 89,525 " same per 1880.

*Lard*.—There have been no further arrivals.  
The market is firm at  
450 " 100 per lb. for George  
450 " " " Jenkins  
440 " " " New York

Arrivals in August 5,000 kegs and 50 cases.  
Total arrivals since January 1st  
55,330 kegs, 265 cases, —pails, against  
72,165 " 537 " 1,150 " same period 1880.

*Rosin*.—The arrivals consist of 550 barrels per *Sapho* from  
New York.  
The market continues firm at 8 000—8 500 per barrel.  
Arrivals in August 950 barrels.  
Total arrivals since January 1st 6,366 barrels  
against 4,494 " same per 1880.

*Turpentine*.—There have been no arrivals but the market is  
well supplied and quiet 450—500 reis per kilo.  
Arrivals in August 150 cases.  
Total arrivals since January 1st 2,870 cases  
against 4,017 " same period 1880.

*Cement*.—The arrivals consist of 1,458 barrels per *Hera* from  
Hamburg.  
Arrivals in August 1,768 barrels.  
Total arrivals since January 1st 40,064 barrels.  
We quote:  
English 6 000—7 500  
German 6 000—6 500  
Boulogne 7 500—8 000

*Beer*.—The arrivals have been:  
180 barrels per *San Fernando* from Liverpool  
240 " *Halley* from Bremen.  
950 cases per *Hannover* from Bremen.  
Total arrivals in August 3,250 cases and 485 barrels.  
We quote:  
Bass (Hiers & Bell) 7 500—7 500  
Tanner 7 500—7 500  
Guinness Stout 7 000—7 000  
German, Carlsberg 7 250—7 350  
do Cavallo 7 000—7 000  
do sundry brands 4 000—5 000  
American nominal

*Butter*.—Arrivals:  
82 cases 10 barrels per *Sud America* from Genoa  
180 " " *Hannover* from Bremen  
Total arrivals in August 2,565 cases and 395 barrels.  
We quote:  
French, in barrels..... 18 000—18 000 per lb.  
do in tins..... 1 160—1 180 " "  
Italian..... 1 160—1 180 " "  
Hay—Arrivals:  
506 bales per *Latona* from Rosario  
479 " *Valliant* from do.  
530 " *Edmund Richardson* from do.  
Total arrivals in August 3,798 bales.  
Prices are somewhat lower. We quote 7 1/4—7 1/2 reis per kilo  
in Rosario.

*Indian Corn*.—The arrivals have been:  
300 bags per *Acconagua* from River Plate  
8,034 " *Tagua* from do  
10 " *Girande* from do  
1,144 " *La France* from do  
500 " *Vandych* from do  
570 " *Rosa* from do  
Arrivals in August 27,259 bags.  
Total arrivals since January 1st 11,55,059 bags  
—6 000 per bag.  
*Coffin*.—Arrivals:  
8,850 tubs Canadian per *Exact* from Gaspe  
600 cases Norwegian per *Argentina* from Hamburg, all  
for retailers' account.  
Arrivals in August 8,213 tubs Canadian and 1,184 cases  
Norwegian.  
Total arrivals since January 1st 31,292 tubs Canadian and  
9,499 cases Norwegian.  
Cmtd.—The 2,400 tons per *Mac Lead* from New Castle, N.Y.

load in our last, have been sent on in the same vessel to San  
Francisco.

The arrivals since then have been:  
30 tons per *Hera* from Hamburg  
400 " *Actis* from Greenock  
357 tons and 50 tons coke per *Edmund* from New Castle  
518 " 119 " *Union* from do.  
Some sales have been effected but not of sufficient im-  
portance to establish quotations.

The arrivals in August were 19,246 tons coal and 268 tons  
coke, viz: 12,750 tons coal from Cardiff  
3,891 " " New Castle (& 268 tons coke)  
1,781 " " Greenock  
739 " " New Port  
45 " " Hamburg  
19,246 tons coal and 268 tons coke  
against 19,768 " 158 " in August 1880  
" 15,497 " " 1879  
and the total arrivals since January 1st amount to  
144,883 tons coal and 753 tons coke  
against 139,392 " 658 " in same per 1880.

## PORT OF SAHOTOS.

September 2nd, 1881.  
*Coffee*.—Market firm and active.  
Superior is quoted 4 3/400—4 500 per 10 kilos.  
Receipts last week averaged 4,101 bags per day.

## PORT OF MARANHÃO.

August 16th, 1881.  
*Cotton*.—Continues at 420—480 reis per kilo. Small bus-  
iness doing as quality is low. Some holders are shipping on  
their own account.  
*Sugar*.—Only small lots come in and sell at 140—150 reis  
per kilo. Larger supplies daily expected.  
*Freights*.—flour d. and 10 1/200 per lb. for cotton, 10 1/200  
per ton for sugar. Cargo scarce.

*Exchange*.—Business has been doing chiefly on Pará  
account at 2 1/2 and 2 3/4 90 days.  
Discounts—8 1/2—9 1/2. Money very scarce.

## PORT OF BAHIA.

August 17th, 1881.  
*Exports*.  
*Sugar*.—The only transaction since our last report consists  
in the sale of about 300 tons Nazareth at 910 and 902 reis  
per 10 kilos, which is equal, at the exchange of 22 1/2, to 111  
and 101 1/2 d. per cwt. f. o. b. without freight and com-  
missions. No shipments have taken place during the for-  
night. Stocks nil.

*Cotton*.—No sales are reported and we quote nominally 5 500  
per 10 kilos.  
*Coffee*.—There is but little animation in the market. The  
sales comprise 2,300 bags 1st. Nazareth at 2 589—2 565 per  
10 kilos or 331—333 per cwt. and 414 bags washed Caravelas  
at 4 594 per 10 kilos or 53 1/2 per cwt. f. o. b. Stock about 20,000  
bags.

*Cocoa*.—Continues in good demand and all that was avail-  
able of fermented, consisting of about 2,300 bags, has been  
sold at 4 572 per 10 kilos with slight abatement on inferior  
quality. Of common only 150 bags have been sold at 3 483  
per 10 kilos. At these prices fermented stands in 54 1/2  
and common 41 1/2 per cwt. f. o. b.

Stock of common about 250 bags.  
Shipments during the fortnight:  
571 bags per *Equator* to Bordeaux  
and going to be shipped:  
2,300 bags per next French steamer to Havre.

*Hides*.—Ain in good demand. About 3000 dry salted at  
5 400 and 5,000 dry at 6 500 per 10 kilos have changed hands.  
There is no available stock at present.

Shipments during the fortnight:  
5,676 hides per *Parangana* to Hamburg  
3,500 " *Graf Danmark* to Bremen  
*Roswood*.—In brisk demand and sales of about 350 tons  
have been effected at 7 1/2 reis—14 7/10 per 10 kilos according to  
quality.

*Brass/wood*.—No transactions have taken place. Stocks  
about 300 tons, for which 54 1/2 reis per 10 kilos is demanded.  
*Tobacco*.—Without alteration and no transactions of im-  
portance to report. Stock 87,780 bales.

Shipped during the fortnight:  
7,158 bales per *Herthumberland* to Bremen  
1,616 " *Parangana* to Hamburg  
1,648 " *Graf Danmark* to Bremen.

*Freights*.—Chartered to load here:  
Br. *Selma*, 400 in full, London  
Br. *Clifford*, 551 and 5 1/2, Channel.  
To load at Aracaju:  
Dutch *sch. Paz*, 404 in full, New York  
Dutch *sch. Thalassa*, 501 and 5 1/2, Montreal.

*Imports*.  
*Flour*.—The arrivals consist of only 260 barrels from Liver-  
pool but stocks on hand are still very large in proportion to the  
consumption and prices, therefore, remain unaltered. Trieste  
is retailing at 24 500—26 000, Hungarian at 27 500 and American  
at 28 500—29 000 per barrel. The cargo per *Genie*  
from Richmond is still unsold.

*Lard*.—No supplies but even so last prices could not be  
maintained. The article is offered to-day at 14 000—15 000 per  
kilo.

*Salt*.—Arrivals 8,000 aquiles from Rio de Janeiro for retail-  
ers' account. The article sells in retail at 700—800 reis per  
aquile according to quality.

*Cash*.—Arrivals:  
1,787 tons from Swansea  
1,014 " Cardiff, for companies account.  
Prices in retail for Cardiff on board ship rule 17 000—18 000  
per ton.

*Coffin*.—Arrivals 25 cases from Hamburg and 2,305 drums  
and 166 cases from Gaspe. The former has been disposed of  
at 25 000 per case without discount and the latter is for retail-  
ers' account. Prices in retail rule for drums and barrels 14 500  
—25 000 according to quality.

The value of the exports from Pará during the month of  
July was 1,859,000\$25, viz:  
Rubber..... 1,115,840\$55  
Cacao..... 586,472 80  
Chestruts..... 56,158 50  
Sundries..... 20,546 188  
1,859,000\$25

## SHIPPING NEWS.

### ARRIVALS OF FOREIGN VESSELS.

AUGUST 22.  
N. CARLISLE.—Br. *C. R. C.*, 248 tons; Ashier; 54 ds; codfish  
to Hime, Zenza & Silveira.

AUG. 25.  
HAMBURG.—Gr. *bk Hera*; 423 tons; Ulrich; 50 ds; sundries to  
Brades & Co.  
GASPE.—Br. *Exat*; 187 tons; Bessou; 75 ds; codfish to Hime  
Zenza & Silveira.

GREENOCK.—Sw. *bk Actis*; 314 tons; Cassler; 55 ds; coals and  
iron to J. Fry & Co.  
AUG. 26.  
LIVERPOOL.—Br. *sch. San Francisco*; 401 tons; Chaddock; sun-  
dries to Norton Megaw & Co.

WESTERWICK.—Sw. *lug Mary*; 246 tons; Larsson; 84 ds; pine  
to Hartwig Willmsen & Co.  
ROSAHO.—Br. *bk Latona*; 282 tons; Burnes; 30 ds; hay to  
order.

AUG. 27.  
ROSAHO.—Fr. *bk Vallant*; 248 tons; Gueguen; 16 ds; hay to  
order.

AUG. 28.  
B. ABERDEEN.—Br. *Angel*; 198 tons; Ramol; 15 ds; jerked beef  
to G. N. Viscetti & Sons.  
—Sp. *bn Guadalupe*; 147 tons; Ferrer; 16 ds; jerked beef  
to A. Wager.

ROSAHO.—Br. *lug Edmund Richardson*; 291 tons; David; 14  
ds; hay to order.

AUG. 29.  
N. CARLISLE.—Nor. *bn Edmund*; 237 tons; Magnusson; 63 ds;  
coal to order.

CETTE.—Nor. *bk B. M. Widdis*; 284 tons; Lic; 64 ds; salt and  
wine to Karl Valis & Co.

N. CARLISLE.—Nor. *bn Union*; 467 tons; Petersen; 68 ds; coal to  
order.

BALTIMORE.—Am. *lug Spilletas*; 418 tons; Chapman; flour to  
Wright & Co.

N. YORK.—Br. *bk Sapho*; 559 tons; Fleet; 59 ds; sundries to  
McClulloch Beecher & Co.

RICHMOND.—Nor. *bk Kuandiv*; 344 tons; Evensen; 70 ds; flour to  
F. Clemente & Co.

DEPARTURES OF FOREIGN VESSELS.  
AUG. 22.  
GALVESTON.—Nor. *lug Okonomi*; 319 tons; Petersen; coffee.

AUG. 23.  
N. ORELAND.—Br. *bk Jona*; 646 tons; England; coffee.  
VALPARAISO.—Br. *sch. Royal Highness*; 1,265 tons; Georges  
ballast.

AUG. 24.  
N. CARLISLE.—Br. *bn Eighty-five* (85); 141 tons; La Conteur;  
ballast.

S. FRANCISCO.—Br. *sch. MacLead*; 150 tons; McIntyre; same  
cargo.

AUG. 25.  
PARANAGUA.—Sp. *bn Roger de Flor*; 174 tons; Alaina; sun-  
dries.

AUG. 26.  
VALPARAISO.—Br. *sch. Eagle*; 1,286 tons; Nair; ballast.  
RIO GRANDE DO SUL.—Sp. *sch. Maritima*; 181 tons; Maris-  
tany; wine.

AUG. 27.  
BALTIMORE.—Am. *bk Grey Eagle*; 449 tons; Lucas; coffee.  
VALPARAISO.—Br. *bk Moorhill*; 491 tons; Brown; ballast.

BARRADOS.—Gr. *bk Peter*; 384 tons; Wortmann; ballast.  
AUG. 28.  
PORT SAID.—Am. *sch. Alice M. Minott*; 1,111 tons; Whitmore;  
ballast.

ILHA TEUCRINA.—Port. *lug Flis de Angola*; 246 tons; Semma;  
sundries.

CAPA S. LUCAS.—Gr. *bk George*; 781 tons; Schwaring; same  
cargo.

PARA.—Nor. *bk Bjørke*; 497 tons; Johnson; ballast.

AUG. 29.  
GALVESTON.—Gr. *bk Rebecca*; 280 tons; Hustad; coffee.

AUG. 31.  
N. CARLISLE.—Br. *sch. C. R. C.*; 248 tons; Ashier; ballast.  
MACAO.—Sp. *bn Recursa II*; 192 tons; Boni; sundries.  
MACAO.—Sw. *lug Spilletas*; 418 tons; Zuerntroff; ballast.

SEPTEMBER 1.  
N. YORK.—Port. *bn D. Pedro V*; 187 tons; Santos; sundries.

—The Gr. *bk George*, Capt. Schwaring, which entered this  
port in distress from Bordeaux on the 12th of August, having  
finished her repairs, left for her destination, Cape B. Lucas  
Cal



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